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THIRTY-THIRD
ANNUAL REPORT

of the

Montreal Tramways Commission

to the

City of Montreal

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1950

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THE MONTREAL TRAMWAYS COMMISSION

THIRTY-THIRD REPORT
of the
MONTREAL TRAMWAYS COMMISSION
to the
CITY OF MONTREAL

Gentlemen,

In accordance with Article 19 of the Contract, between the City and the Montreal Tramways Company, we submit herewith our thirty-third annual report on the Company's Capital Value and other accounts relative to Maintenance and Renewals and Reserves for the year 1950. Additional tabulations and statistics will be found in an appendix.

The number of passengers carried in 1950 was lower than in 1949.

The figures are:

Passengers 1949	—	396,087,032
Passengers 1950	—	370,113,954
Decrease		25,973,078 or 6.56%

Vehicles travelled 50,294,674 miles in 1950 as against 50,643,565 in 1949; a decrease of 348,891 miles.

During the year, 50 new buses and 40 new trolleybuses were received.

During 1950 a settlement was arrived at between The Montreal Tramways Company and the Income Tax Department. The amount owed by the Company was determined and this amount was paid by it in accordance with the provisions of Art. 14 Geo. VI, Ch. 75.

There is therefore an amount in Reserve of \$2,226,032.46 the disposition of which will wait the decision of the Public Service Commission.

THE MONTREAL TRAMWAYS COMMISSION

GENERAL STATEMENT OF REVENUE AND EXPENDITURE

1950	Tramways	Autobus and Trolleybus	Total
1. Gross Receipts	\$ 21,337,046.66	\$ 8,695,771.08	\$ 30,032,817.74
EXPENSES AND CHARGES:			
2. Operating Expenses and Taxes	12,606,346.71	5,434,901.61	18,041,248.32
3. Operating Profit	53,921.66	11,364.22	65,285.88
{ Maintenance and Renewals Fund (a)	5,270,423.70		
4. { Maintenance and { Depreciation		2,405,237.31	7,675,661.01
5. Interest on Fixed Assets .	2,588,239.71	545,482.51	3,133,722.22
6. Interest on Working Capital	34,222.78	28,873.48	63,096.26
7. Financing Allowance	151,604.14	29,827.33	181,431.47
8. City Rental	360,000.00	140,000.00	500,000.00
9. Contingent Reserve Fund	213,370.47	86,957.71	300,328.18
Total	\$ 21,278,129.17	\$ 8,682,644.17	\$ 29,960,773.34
Surplus	\$ 58,917.49	\$ 13,126.91	\$ 72,044.40

(a) Maintenance Allowance 1950 (see p. 3)

1. SUMMARY OF GROSS RECEIPTS:—

TRAMWAYS:

Passenger Receipts	\$ 20,924,394.60
Car Advertising	157,370.77
Miscellaneous Receipts	255,281.29
	\$ 21,337,046.66

Autobus and Trolleybus Service (see p. 5) 8,695,771.08

Total of Gross Receipts \$ 30,032,817.74

2. OPERATING EXPENSES AND TAXES:—(Art. 92, par 1)

To provide for these items, during the year 1950 the allowances per car and bus miles given hereunder, were set by the Commission:

ALLOWANCES:

TRAMWAYS:

Cars	Miles	Cents	
Two-man :	17,584,464	× 44.97	= \$ 7,907,733.46
One-man :	13,158,561	× 32.49	= 4,275,216.47
Trailers :	616,193	× 30.87	= 190,218.78

\$ 12,373,168.71

Plus 2½% authorized by the Contract..... 309,329.22

\$ 12,682,497.93

THE MONTREAL TRAMWAYS COMMISSION

AUTOBUS AND TROLLEYBUS

16,950,108	×	37.01	=	\$ 6,273,234.97	
1,985,348	×	30.50	=	605,531.14	
				<u>\$ 6,878,766.11</u>	
Plus 2½% authorized by the Contract				171,969.15	7,050,735.26
					<u>\$ 19,733,233.19</u>

EXPENSES:

TRAMWAYS

Car Service	\$ 7,921,909.78	
Car House Expenses	511,365.25	
Tracks, Cleaning and Sanding	99,001.76	
Snow and Ice Expenses	592,995.48	
Motive Power	1,243,702.02	
Administration and Office Expenses	423,482.50	
Stationery and Printing	18,266.04	
Store Expenses	85,077.43	
Garage Expenses	9,040.37	
Miscellaneous Expenses	207,807.52	
Injuries and Damages (a)	394,829.61	
General Legal Expenses	26,561.59	
Insurance	129,055.40	
Mutual Benefit Association	241,200.00	
Taxes	700,123.50	
Freight Expenses	1,928.46	
		<u>\$ 12,606,346.71</u>
AUTOBUS AND TROLLEYBUS (see p. 6)		6,923,353.78

Total Expenses : \$ 19,529,700.49

(a) The provision for liability for claims and suits for damages not settled on December 31, 1950 is set at \$825,000.

3. OPERATING PROFIT:— (Art. 92, par. 1)

The company, having fulfilled the conditions provided by the Contract is entitled, under the terms of said Contract, to the "Operating Profit" \$65,285.88 being ¼ of 1% of the average Capital Value during the year \$52,228,704. This amount has been paid.

4. MAINTENANCE AND RENEWALS FUND:— (Art. 92, par. 2)

In order to provide for maintenance, renewals, substitutions, etc., the Commission had set the following allowances:

Cars	Miles	Cents		
1 and 2-man :	30,743,025	×	16.83	= \$ 5,174,051.11
Trailers :	616,193	×	15.64	= 96,372.59

Total Allowances for Maintenance (a)..... \$ 5,270,423.70

THE MONTREAL TRAMWAYS COMMISSION

EXPENSES:

Maintenance Track and Roadway	\$ 779,462.36
" Electric Line	161,812.66
" Buildings	266,249.48
" Stations and Platforms	9,800.66
" Steam Plants	16,541.68
" Electric Plants	73,241.40
" Cars (Body and Trucks)	1,253,389.64
" Cars (Electrical Equipment)	706,304.55
Miscellaneous Equipment	74,212.45
Shop Expenses	144,773.42
Renewals, Discarded Properties, etc	1,449,411.04
 Total Expenses (b)	 \$ 4,935,199.34

THE ACCOUNT NOW STANDS AS FOLLOWS :

Reserve at December 31, 1949	\$ 668,992.33	
Maintenances Allowances for 1950 (a)	5,270,423.70	
Interest accrued	9,000.00	
Proceeds of Sales, Real Estate, Scrap Material, etc	* 172,206.53	
		\$ 5,776,209.50
Expenses for Maintenance, Renewals, etc (b)		4,935,199.34
RESERVE in Maintenance and Renewals Fund at December 31, 1950		\$ 841,010.16

* Deduction

CAPITAL VALUE (Art. 1, par. E and Art. 92, par. 3)

Fixed Assets as at December 31, 1949	\$ 52,374,896.75
--	------------------

Tramways:

DEDUCTIONS IN 1950:

Tracks	\$ 623,451.50	
Bonding and electric line ..	112,990.17	
Lands and buildings	146,934.98	
Rolling Stock	67,768.56	
Power House Equipment	177,395.71	
		\$ 1,128,540.92

ADDITIONS IN 1950:

Miscellaneous Equipment ..	\$ 3,028.04		
Tools and Machinery	13,339.30		
Tunnels	22,151.27	38,518.61	1,090,022.31
			\$ 51,284,874.44

THE MONTREAL TRAMWAYS COMMISSION

Autobus:

ADDITIONS IN 1950:

Lands and Buildings	\$	6,197.37	
Rolling Stock		911,681.40	
Miscellaneous Equipment		10,281.21	
Tools and Machinery		16,166.47	
Furniture and Fixtures		5,024.26	949,350.71
			<u>\$ 52,234,225.15</u>

Trolleybus:

ADDITIONS IN 1950:

Electric Line	\$	103,018.71	
Lands		3,196.70	
Rolling Stock		906,885.68	
Miscellaneous Equipment		3,712.40	
Tools and Machinery		10,202.25	1,027,015.74
			<u>\$ 53,261,240.89</u>

Fixed Assets as at December 31, 1950....

WORKING CAPITAL:

The average value of Working Capital supplied was..... \$ 1,051,604.50

5 & 6. RETURN UPON THE CAPITAL VALUE:—

1. 6% on Fixed Assets.....	\$	3,133,722.22
2. 6% on Working Capital.....		63,096.26
		<u>\$ 3,196,818.48</u>

In 1950, the Company was entitled to receive the above mentioned sums and \$72,044.40 on account of arrears.

7. FINANCING ALLOWANCE:—

According to the Contract, (Art. 92, par. 3) the Company is entitled to receive annually a fixed amount of \$181,431.47 for this purpose. In 1950, this amount has been paid.

8. CITY RENTAL:—(Art. 92, par. 4)

According to the Contract, the City is entitled to receive an amount of \$500,000. In 1950, this amount has been paid.

AUTOBUS AND TROLLEYBUS

REVENUE:

Passenger Receipts	\$	8,398,306.06	
Miscellaneous		78,173.37	
Rent of Buses		109,519.12	
Advertising		33,080.96	
Interests		76,691.57	
			<u>\$ 8,695,771.08</u>

THE MONTREAL TRAMWAYS COMMISSION

EXPENSES AND CHARGES:—

Maintenance	\$ 1,488,452.17	
Chauffeurs, Gasoline, Electricity	4,514,264.83	
General Expenses and Administration	644,432.73	
Taxes	276,204.05	
		\$ 6,923,353.78
Operating Profit	11,364.22	
Depreciation	916,785.14	
Interest on Fixed Assets	545,482.51	
Interest on Working Capital	28,873.48	
Financing Allowance	29,827.33	
City Rental	140,000.00	
Contingent Reserve Fund	86,957.71	
		\$ 8,682,644.17
Surplus		\$ 13,126.91

The reserve for depreciation of the fixed assets of the autobus and trolleybus services amounted, on December 31, 1950, to \$2,545,203.13.

CONTINGENT RESERVE FUND

According to the Contract (Art. 92, par. 5) a sum equal to one per cent of the gross revenues shall be paid annually into the fund until such fund, with its accretions, shall amount to \$500,000. In 1950, the amount of \$300,328.18 has been deposited into this Fund.

GUARANTEE FUND

The Guarantee Fund of \$500,000 is deposited in a Trust Company.

TAXES, SNOW REMOVAL AND CITY RENTAL

1950

Included in the Operating Costs for the year are the following:

City of Montreal:

Snow Removal, Taxes and Annual Rental	\$ 1,669,713.90	
Other Municipalities: Snow Removal and Taxes	83,139.85	
Federal Government:	196.00	
Provincial Government: Corporation Tax, Sales Tax Gasoline Tax	843,873.08	
		\$ 2,596,922.83

THE MONTREAL TRAMWAYS COMMISSION

The operations of the Company from 1918 to December 1950 have provided the following amounts for the City of Montreal:

Snow Removal	\$ 7,658,126.21	
Annual Rental	11,236,711.60*	
Taxes	15,850,584.58	
		\$ 34,745,422.39
Expended by the Company for Maintenance of Street Pavement.....		5,432,878.04
		<u>\$ 40,178,300.43</u>

* This amount does not include a sum of \$1,000,000 paid by virtue of an Act sanctioned May 20, 1937, and a sum of \$250,000 paid on September 1st, 1938, by virtue of 2 Geo. VI, chap. 105, s.27, (1938).

SERVICE

During the year 1950, the following changes in service were made by the company, on the dates shown, under orders from the Commission.

TRAMWAYS

One-man cars are operated on the following lines :

Centre No. 2 :	May 7	(all day)
Davidson No. 87 :	March 6	(all day)
Notre-Dame—Côte St-Paul No. 25 :	January 8	(all day)
St-Antoine No. 49 :	May 7	(all day)
Windsor—Garland No. 83 :	March 5	(all day)
Notre-Dame—Ville-Emard No. 36 :	June 25	} during weekday evenings, Saturday } afternoons and evenings, and on Sun-
Van Horne No. 96 — No. 97 :	March 5	} days all day and evening.
Mount-Royal No. 7 :	January 8	(evening only)

CHANGES IN SERVICE

St. Catherine, No. 3A: March 19, the Somerled evening service is extended from 12.30 a.m. to 1 a.m.

St. Denis-Ahuntsic, No. 23 : Since March 6, during morning rush hours, a portion of these cars prior to 9 a.m. according to requirements, are routed south via St. Denis Street and west via St. Catherine Street to Atwater Avenue. Cars assigned to this service are designated "St. Catherine-Atwater No. 15".

St. Denis-Ahuntsic, No. 23 : September 3, the tramways of said line operate as a basic all day route, and the cars of the St. Denis-Cremazie No. 68 operate during rush hours only; and at other times, if required by special circumstances. Furthermore, the evening service is supplied to and from Peel Street by Route No. 23 instead of Route No. 24.

Sherbrooke, No. 64 : Since November 22, during the evening rush hours, the cars operate from Craig Terminus to Atwater and St. Catherine via Craig, St. Antoine and Atwater, as "Sherbrooke No. 64". From that point westbound on St. Catherine, these cars are designated "St. Catherine-Somerled 3A" and operate over the regular No. 3A route to Somerled and Walkley.

THE MONTREAL TRAMWAYS COMMISSION

AUTOBUS AND TROLLEYBUS

Broadway, No. 81 : December 18, the period of service during the afternoon, on Mondays to Fridays inclusive, was extended by one and one half hour. Service commences at 1.00 p.m. instead of 2.30 p.m.

Cadillac-Rosemont, No. 32 : December 17, inauguration of a new bus route, from the intersection of Cadillac and Notre Dame Streets (South terminus) via Cadillac, Toulouse, Louis Veuillot, Sherbrooke, Lacordaire, Rosemont, 25th Ave., Bellechasse, 26th Avenue to Rosemont — Return via Rosemont, Lacordaire, Sherbrooke, Cadillac, Lafontaine, Duquesne and Notre Dame to Cadillac.

This new route was instituted in the place of the Cadillac No. 32 and Rosemont No. 54A bus routes.

Cote de Liesse, No. 16A : November 6, this line was extended to a point on Cote de Liesse Road, approximately one half mile west of the present terminus at Decarie Blvd. This extension to be used during the period when service is required for the employees of industries in that locality.

Cote des Neiges, No. 18 : Since November 6, during rush hours and according to traffic requirements, a supplementary bus line operates from Queen Mary Road to Walpole Avenue, in the town of Mount Royal.

Cote St. Luc, No. 62 : September 5, inauguration of a new autobus line, from the intersection of Girouard and Monkland, (eastern terminus) to the Elmhurst tramway loop on Sherbrooke Street west, via Girouard Avenue, Cote St. Luc Road, Westminster Avenue and Sherbrooke Street. Return via Sherbrooke Street, Westminster Avenue, Cote St. Luc Road, Earsncilffe Avenue and Monkland Avenue.

Service is on a 30 minute basis as follows :

Weekdays: from 6.00 a.m. to 9.00 a.m.

from 4.00 p.m. to 7.00 p.m.

Saturdays: from 6.00 a.m. to 2.00 p.m.

Crawford Park, No. 53A : Since May 7, a Sunday additional service given by one bus, is provided from 8 o'clock in the morning till midnight.

Crawford Park, No. 53A : On November 5, the service was increased by the addition of one bus, and buses on this route were rerouted as follows : from Wellington and Woodland: west LaSalle Blvd., north Crawford Bridge Avenue, west Champlain Boulevard, south Fayolle St. east Ouimet Street, south Lloyd George, east LaSalle Boulevard to Woodland Avenue.

Frontenac, No. 95 : August 6, car service was discontinued namely on Jean Talon and Belanger. A bus service was substituted thereto, pending completion of the electric line for operation of trolleybuses. On October 22, the service was extended northward on Iberville St. up to Bon Air Loop.

Hochelaga, No. 84 : On May 7, car service was discontinued and a bus service was substituted.

Jolicoeur, No. 37 : December 18, the period of service, during the afternoon, on Mondays to Fridays inclusive, was extended by approximately two hours, service commences at 2.40 p.m. instead of 4.30 p.m.

Lasalle-Verdun, No. 53 : On November 5, this line was extended from Central Avenue to Broadway Avenue.

Mount-Royal Blvd, No. 51 : September 5, the service was extended to Soissons Avenue on weekdays and Saturdays from the commencement of service in the morning until 8.15 p.m.

Outremont, No. 28 : Since September 5, the rerouting south of Prince Arthur is as follows :

THE MONTREAL TRAMWAYS COMMISSION

a) A.M. operation south of Prince Arthur: south St. Urbain, west Craig, north Coté, east Vitré, north St. Lawrence, west Prince Arthur, north St. Urbain.

b) P.M. operation south of Prince Arthur; south St. Urbain, east Prince Arthur, south St. Lawrence, west Craig, north Coté, east Vitré, north St. Urbain.

Somerled, No. 3B : Since December 23, on Saturdays, buses are operating between Place Viger and Cremazie Blvd. daily including Sundays and holidays.

St. Hubert, No. 6 : Since March 6, buses are operating between Place Viger and Cremazie Blvd. daily including Sundays and holidays.

St. Hubert, No. 6A : March 6, buses are operating between Craig Terminus and Mistral Street, weekdays until 7 p.m. and Saturdays until 1.30 p.m. Looping at northern terminus is made via Jarry, De Chateaubriand and Mistral Streets.

Val Royal, No. 17A : June 26, the hours of the evening service were extended: Weekdays: from 6.40 p.m. to 12.25 a.m. Saturdays: from 1.20 p.m. to 12.25 a.m.

Val Royal, No. 17A : December 18, the buses on this line were rerouted via Decarie Blvd. instead of St. Germain Blvd.

Van Horne, No. 61A : November 5, a new shuttle bus service was established between Garland Terminal and Cote des Neiges Road, on Van-Horne Avenue.

Ville St. Laurent, No. 16 : December 4, the period of service is extended by operating an additional trip westbound from Lajeunesse Street at 12.15 a.m. daily.

Ville St. Laurent, No. 16 : December 18, this line was extended from St. Mathieu to Rochon, in the town of St. Laurent.

Westmount-N.D.G., No. 4 : Since February 5, the westbound buses in the Notre Dame de Grace area were rerouted as follows: west Sherbrooke, north Girouard, west Notre Dame de Grace, south Grand Boulevard, west Sherbrooke, north Kensington. Return: east Notre Dame de Grace, south Decarie and east on Sherbrooke over usual route.

CONSTRUCTION WORK

The construction work carried out during the year 1950 included the following important items :

1. TRACKWORK:—	<i>Length of single track in feet</i>
<i>a) New Construction :</i>	
Decarie Blvd :	From Queen Mary Road : Northward..... 509
	Chapleau and Rachel Streets (Wye)..... 350
Lachine Line :	Crossover near eastern Montreal West limits..... 81
<i>b) Reconstruction:</i>	
Intersection :	Decarie Blvd. — Queen Mary Road..... 1,106
	Closse Street and St. Luke Street..... 638
Intersection :	Craig-St. Denis 1,307
Intersection :	Dorchester-University 1,004
St. Lawrence Blvd :	From Craig to St. Catherine..... 3,556
Intersection :	Frontenac-Notre-Dame 709
Craig Street :	From St. Andre to Amherst 268
Decarie Blvd :	Queen Mary Road to Isabella..... 2,913
Decarie Blvd :	Blue Bonnets 353
Sherbrooke Street :	From Atwater to Clarke 3,360
	St. Denis Barns 855
	Mount-Royal Barns 174
	St. Henry Barns 1,486

T H E M O N T R E A L T R A M W A Y S C O M M I S S I O N

c) Removals :

Belanger Street :	From St. Denis to Iberville	11,216
Decarie Blvd :	Blue Bonnets	376
Frontenac Street :	From Notre Dame to St. Catherine	576
Hochelaga Street :	From Ville Marie to Frontenac	21,822
Hochelaga Power House :	Trailing wye	352
	Mount Royal Car Barns	5,013
Rachel Street :	From Chapleau to Iberville	213
Rosemount Blvd :	East of 26th Avenue	145
St. Catherine Street :	From Harbour to Malborough	4,140

d) Switches :

Installation of electric switching devices at the intersection of : Centre-Wellington - west to north — Colborne-Smith : - east to north — Sherbrooke-Girouard : south to east — St. James-St. Antoine : - west to north — St. James-Girouard : - west to north.

II. POWER:

Electric lines:

a) Extensions:

Construction of electric line for trolleybus on Jean-Talon - Belanger route.

On said construction part of the electric line of tramway routes has been left in place.

b) Renewals :

Replacement of wooden poles by steel ones at various locations on the system.
Decarie Blvd : from Queen Mary Road to Isabella.

c) Removals :

Hochelaga Street : from Frontenac to Ville-Marie. St. Catherine Street : from Harbour to Malborough.

III. BUILDINGS :

Installation of 56 electric water coolers at Car Barns, garages and depots.
Hochelaga Power House : Demolition of part of the chimney.

Montreal East Garage : Installation of 5000 gallons gasoline storage tank.

Mount Royal Car Barns & Yards : Removal of electric line in connection with trolleybus storage (Barns No. 1 and No. 2).

Mount-Royal Car Barns : Purchase and installation of equipment for servicing trolley coaches.

Mount-Royal Car Barns : Alterations to Shop No. 2.

Mount-Royal Car Barns : Removal of tracks, also connections at front and rear to main line in buildings No. 1 and No. 2.

IV. ROLLING STOCK:

Tramways :

Equipping with Back-up control 31 one-man cars. Additions and modifications to snow fighting equipment.

Autobus and Trolleybus :

Purchase of : 40 - Trolleybus - seating capacity 44. 50 - Gasoline bus - seating capacity 40.

THE MONTREAL TRAMWAYS COMMISSION

STATISTICS

The statistics are given in tabulations in the appendix. These show a summary of the operations since the beginning of the Contract, February 10, 1918, as well as those of the current year. The list follows:

1950

TRAMWAYS:

1. Passenger traffic report. Details of tickets collected and average fare.
2. Passenger receipts, car-miles, passengers, transfers and density.
3. Hours and car-miles. Average speed.
4. Amounts paid to the City of Montreal. From 1918 to 1950.
5. Car-miles and Passengers statistics since 1918.
6. Summary of Operations under the Contract since 1918.
7. Autobus Service — Operations and Statistics. From 1925 to 1950 and current year.
8. Daily average of passengers, transfers, etc. 1950.

Respectfully submitted,

P. A. LAFLEUR, Chairman.

C. C. LINDSAY, Commissioner.

Montreal, March 16, 1951.

Montreal, March 15, 1951

THE MONTREAL TRAMWAYS COMMISSION, MONTREAL.

Gentlemen,

I have examined the accounts of the Montreal Tramways Company concerning the operations under the Contract in force between the City of Montreal and the Company. In this connection, I made a test check of the operating expenses and taxes, maintenance and renewal expenses and depreciation together with contributions and appropriations to the various reserves under the Contract and I verified the amount of return upon the Capital Value due to the Company under the Contract. I have satisfied myself that the internal control exercised over the Gross Receipts is adequate.

I have obtained all the information and explanations which I have required. In my opinion the attached General Statement of Revenue and Expenditure for the year ended December 31, 1950 is correct according to the best of my knowledge and belief and the explanations given to me and as shown by the books of the Montreal Tramways and in conformity with the resolutions of the Commission.

Yours truly,

MARCEL CAZAVAN, C. A.
Accountant.

THE MONTREAL TRAMWAYS COMMISSION

DIGEST OF PASSENGER REVENUE

(Tramways)

1950

Table No. 1

Uniform Tariff Territory			Outside Uniform Tariff Territory		
Passengers	at	Receipts	Passengers	at	Receipts
161,845	25¢	\$ 40,461.25	819,762	7¢	\$ 57,383.34
15,086,568	10¢	1,508,655.71	155,083	3¢	4,652.49
222,821,976	8½¢	18,568,497.73	2,845,871	5½¢	158,103.96
71,345	6¼¢	4,458.92	1,538,956	4¼¢	64,123.18
13,391,359	3¼¢	478,262.62	61,840	3¼¢	2,208.55
			252,148	3½¢	7,879.60
			1,321,870	2½¢	29,374.87
			316	1½¢	5.27
			39,257	5/6¢	327.11
251,533,093		\$ 20,600,336.23	7,035,103		\$ 324,058.37

SUMMARY	Uniform Tariff Territory	Outside Uniform Tariff Territory	Total
Receipts (passengers).....	\$ 20,600,336.23	\$ 324,058.37	\$ 20,924,394.60
Revenue Passengers.....	251,533,093	7,035,103	258,568,196
Transfers.....	107,402,998	772,364	108,175,362
Total Passengers.....	358,936,091	7,807,467	366,743,558
Average Fare.....	8.19 cts	4.61 cts	8.09 cts

(Tramways)

SUNDRY STATISTICS

Table No. 2

1950	Car Receipts	Car Miles	Revenue Passengers	Transfers
January.....	\$ 1,811,255.52	2,707,764	22,495,195	9,305,851
February.....	1,732,811.60	2,491,332	21,540,152	8,798,628
March.....	1,942,632.21	2,760,189	24,150,913	9,734,096
April.....	1,771,330.21	2,582,560	21,944,866	9,020,360
May.....	1,838,638.39	2,730,541	22,732,806	9,785,291
June.....	1,739,871.47	2,633,720	21,389,031	9,083,708
July.....	1,532,169.54	2,580,549	18,641,526	8,036,497
August.....	1,611,570.50	2,585,901	19,614,370	8,491,210
September.....	1,632,613.80	2,490,467	20,207,861	8,634,001
October.....	1,780,822.66	2,606,484	22,098,544	9,404,473
November.....	1,777,967.77	2,577,058	22,042,275	9,152,834
December.....	1,752,710.93	2,612,653	21,710,657	8,728,413
Total.....	\$20,924,394.60	31,359,218	258,568,196	108,175,362

Average number of passengers per day..... 708,406
 Average number of transfers per day..... 296,371
 Average number of total passengers transported.... 1,004,777
 258,568,196 passengers ÷ 31,359,218 miles = Density : 8.25.

THE MONTREAL TRAMWAYS COMMISSION

CAR HOURS AND CAR MILEAGE

(Tramways)

Table No. 3

1950	Uniform Tariff Territory				Outside Territory			
	Car hours	Car-Miles			Car hours	Car-Miles		
		2-Man Cars	1-Man Cars	Trailers		2-Man Cars	1-Man Cars	Trailers
January	286,677.44	1,596,085	989,889	53,184	5,288.30	49,196	19,518	392
February	265,397.22	1,454,780	922,615	51,240	4,798.34	44,811	17,512	374
March	295,516.34	1,528,078	1,107,112	55,307	5,348.09	50,862	18,357	473
April	274,411.02	1,397,327	1,067,585	50,793	5,081.00	47,756	18,702	397
May	290,982.40	1,471,948	1,133,189	56,060	5,288.23	49,717	19,227	400
June	280,431.18	1,409,026	1,103,918	53,327	5,150.28	48,335	18,540	574
July	271,940.41	1,315,991	1,150,829	44,155	5,292.58	49,010	19,213	1,351
August	273,581.44	1,344,709	1,127,183	44,308	5,333.45	49,756	19,193	752
September . . .	263,303.42	1,328,796	1,050,338	45,266	4,995.03	48,200	17,470	397
October	275,588.35	1,382,604	1,102,096	52,711	5,220.10	49,328	19,320	425
November . . .	274,063.26	1,380,800	1,076,553	52,167	4,937.23	48,901	18,232	405
December . . .	276,147.28	1,388,695	1,102,853	51,398	5,065.26	49,753	19,617	337
Total	3,328,042.16	16,998,839	12,933,660	609,916	61,799.49	585,625	224,901	6,277

Average speed:— { Uniform Tariff Territory 9.18 Miles
 { Outside Uniform Tariff Territory 13.22 "
 { Combined 9.25 "

AMOUNTS PAID TO THE CITY OF MONTREAL

From 1918 to 1950

Table No. 4

Period	Snow Removal	Taxes, Permits, etc.	Rental	Share of Surplus	Total
1918-1933	\$ 3,143,616.14	\$ 5,180,763.68	\$ 7,942,694.05	\$249,015.92	\$16,516,089.79
1934	281,830.23	440,195.52	.....	.....	722,025.75
1935	205,112.45	466,053.12	.....	.....	671,165.57
1936	282,540.43	487,837.00	.....	.....	770,377.43
1937	211,149.50	484,902.08	.....	.....	696,051.58
1938	157,417.54	481,649.21	.....	.....	(a) 639,066.75
1939	270,618.62	540,947.57	.....	.....	(b) 811,566.19
1940	270,115.27	490,293.93	.....	.....	760,409.20
1941	195,950.38	505,707.54	.....	.....	701,657.92
1942	201,841.20	588,314.36	669,017.55	.....	1,459,173.11
1943	301,129.46	553,436.25	500,000.00	.....	1,354,565.71
1944	346,809.31	536,555.25	500,000.00	.....	1,383,364.56
1945	251,939.45	1,311,623.32	500,000.00	.....	2,063,562.77
1946	321,255.68	668,969.49	500,000.00	.....	1,490,225.17
1947	418,561.04	723,541.88	125,000.00	.....	1,267,102.92
1948	217,018.97	732,535.79	.....	.....	949,554.76
1949	278,073.06	738,010.59	.....	.....	1,016,083.65
1950	303,147.48	919,248.00	500,000.00	.....	1,722,395.48
Total	\$ 7,658,126.21	\$15,850,584.58	\$11,236,711.60	\$249,015.92	\$34,994,438.31

- (a) Besides this amount the Company paid \$750,000, in virtue of a provincial act sanctioned on May 20, 1937.
- (b) In accordance with the provincial act of May 20, 1937, the Company paid \$250,000 on March 1st 1938; moreover, on September 1st 1938, the Company paid \$250,000, in virtue of another provincial act sanctioned on April 12, 1938. These amounts do not appear in the table.

THE MONTREAL TRAMWAYS COMMISSION

Table No. 5

CAR MILES AND PASSENGERS STATISTICS SINCE FEBRUARY 10, 1918

Period	Tramways		Autobus and Trolleybus		Total		(A)	(A)	% Transfers
	Car-Miles	(A) Passengers	Bus-miles	Passengers	Miles	Passengers			
1918-19 (a).....	32 090 612	254 139 121	.....	.....	32 090 612	254 139 121	91 214 080	35 89	
1919-20 (b).....	22 888 670	191 941 835	.....	.....	22 888 670	191 941 835	63 744 151	33 21	
1920-21.....	21 803 871	190 212 799	.....	.....	21 803 871	190 212 799	69 335 426	36 45	
1921-22.....	21 547 345	188 201 367	.....	.....	21 547 345	188 201 367	73 851 859	39 24	
1922-23.....	22 318 701	193 519 038	.....	.....	22 318 701	193 519 038	79 123 158	40 89	
1923-24.....	23 306 067	200 035 062	.....	.....	23 306 067	200 035 062	84 785 435	42 39	
1924-25 (b).....	23 348 171	200 338 484	.....	.....	23 348 171	200 338 484	87 874 165	43 86	
6 months 1925 (c)	11 820 671	100 733 660	287 694	1 026 630	12 108 365	101 760 290	44 751 520	44 43	
1926.....	24 934 224	207 754 983	1 543 632	5 370 475	26 477 856	213 125 458	92 440 444	44 49	
1927.....	26 101 169	211 789 557	2 868 886	10 728 326	28 970 055	222 517 883	95 137 843	44 92	
1928.....	28 104 171	223 355 996	3 716 843	14 150 625	31 821 014	237 506 621	101 405 910	45 40	
1929.....	29 628 936	234 251 565	4 163 085	16 424 948	33 792 021	250 676 513	106 115 038	45 30	
1930.....	29 305 545	227 136 581	4 559 274	18 050 923	33 864 819	245 187 504	103 456 331	45 55	
1931.....	27 759 325	211 458 523	5 565 794	20 682 580	33 325 119	232 141 103	98 017 388	46 35	
1932.....	26 449 278	189 364 556	5 969 280	21 442 573	32 418 558	210 807 129	88 724 028	46 85	
1933.....	25 681 491	176 342 540	5 555 275	19 798 563	31 236 766	196 141 103	84 165 354	47 73	
1934.....	25 379 861	177 183 586	5 653 901	20 436 590	31 063 762	197 620 176	85 054 357	48 00	
1935.....	25 405 787	175 114 739	5 737 230	20 776 032	31 163 017	195 390 771	84 150 244	48 05	
1936.....	25 695 173	176 491 538	5 926 951	22 135 369	31 622 124	198 626 907	85 524 394	48 46	
1937.....	25 935 262	180 736 531	6 705 208	27 472 262	32 640 470	208 208 793	88 643 862	49 05	
1938.....	25 427 504	178 161 067	7 027 960	30 100 140	32 455 464	208 261 207	88 484 682	49 67	
1939.....	25 279 912	177 308 720	7 229 709	31 619 709	32 509 621	208 928 429	88 768 931	50 06	
1940.....	25 897 097	189 440 726	7 836 371	36 323 325	33 733 468	225 764 051	94 363 240	49 81	
1941.....	27 934 925	214 909 555	9 877 566	48 662 233	37 812 491	263 571 788	105 929 182	49 29	
1942.....	32 277 347	260 218 074	10 564 111	59 180 250	42 841 458	319 398 324	124 567 977	47 87	
1943.....	34 257 089	288 327 630	10 970 297	66 031 925	45 227 386	354 359 555	132 089 570	45 81	
1944.....	34 256 665	292 126 858	11 330 446	68 916 083	45 587 111	361 042 941	128 868 535	44 11	
1945.....	35 296 492	309 785 950	12 573 706	75 789 091	47 870 198	385 575 041	134 903 325	43 55	
1946.....	36 062 955	309 582 701	14 152 333	86 897 788	50 215 288	396 480 489	136 028 982	43 94	
1947.....	35 617 890	302 113 278	15 629 514	96 236 495	51 247 404	398 349 773	129 072 001	42 72	
1948.....	34 753 553	292 993 487	16 582 090	105 278 048	51 335 643	398 271 535	124 739 541	42 57	
1949.....	32 927 591	282 326 479	17 715 974	113 760 553	50 643 565	396 087 032	116 406 515	41 23	
1950.....	31 359 218	258 568 196	18 935 456	111 545 758	50 294 674	370 113 954	108 175 362	41 84	

(a) From February 10th, 1918, to June 30th, 1919. (b) Until June 30th, 1925, the fiscal year starts on July 1st.

(c) From July 1st to December 31st.

Table No. 6

SUMMARY OF OPERATIONS UNDER THE CONTRACT 2. (TRAMWAYS AND AUTOBUSES)

Summary of deficit		Gross Receipts	Operating Expenses	Fixed Charges	Surplus	Deficit
		\$	\$	\$	\$	\$
1934		10,946,174.32	7,750,144.03	3,859,949.20		663,918.91
"		1,477,106.85	1,319,340.65	108,182.34		10,416.14
1935		10,917,302.51	7,686,133.32	3,826,579.47		594,910.28
"		1,446,728.63	1,319,605.95	179,504.37		52,381.69
1936		11,001,295.44	7,828,567.46	3,806,473.49		633,745.51
"		1,504,534.64	1,284,125.52	188,129.31	32,279.91	
1937		11,381,898.95	7,926,595.55	3,778,155.72		322,852.32
"		1,738,564.38	1,520,465.50	225,009.90		6,911.02
1938		11,286,184.49	8,192,421.44	3,745,195.54		701,432.49
"		1,852,314.50	1,603,358.05	247,777.01	1,179.44	
1939		11,220,943.03	8,472,276.18	3,700,818.65		952,151.80
"		1,979,325.42	1,704,644.27	251,690.19	22,990.96	
1940		11,939,027.74	8,875,900.41	3,668,573.41		585,446.08
"		2,246,769.00	1,862,779.47	265,205.75	118,783.78	
1941		13,517,454.84	10,308,040.17	3,619,518.56		410,103.89
"		2,917,597.80	2,576,349.07	325,464.99	45,783.74	
1942		16,333,249.22	12,558,789.14	3,547,785.20		226,674.88
"		3,504,109.82	3,277,997.77	391,331.44	265,652.50	
1943		18,041,352.62	14,271,381.60	3,504,318.52		165,219.39
"		3,848,812.94	3,696,297.97	415,235.72	262,720.75	
1944		18,276,771.80	14,211,497.32	3,484,578.07		513,874.45
"		4,043,428.77	4,126,525.33	430,777.89	580,696.41	
1945		19,377,753.95	15,502,042.29	3,425,383.77		448,311.63
"		4,392,963.48	4,431,308.86	410,466.25	450,327.89	
1946		19,444,626.25	15,680,773.68	3,379,550.68		378,356.68
"		5,063,220.86	5,054,178.50	337,153.96	292,757.30	
1947		18,835,917.22	15,791,520.56	3,337,153.96		980,699.02
"		5,627,991.28	6,064,818.58	543,871.72	1,905,912.52	
1948		18,329,281.87	16,753,129.01	3,482,065.38		1,208,378.54
"		6,185,619.31	6,660,659.32	733,338.53	1,444,500.58	
1949		19,092,832.14	17,125,583.59	3,411,749.13		1,190,256.01
"		7,271,181.39	7,668,468.80	792,968.60	58,917.49	
1950		21,337,046.66	17,930,692.07	3,347,437.10		13,126.91
"		8,695,771.08	7,851,503.14	831,141.03	2,200,715.80	
		\$ 325,015,653.20	\$ 268,387,914.57	\$ 67,652,779.83	\$ 2,200,715.80	\$ 13,725,757.00

[illegible]

(c) Out of this \$1,250,000 has been paid by the Company to special acts of the Legislature sanctioned in 1937 and 1938.

THE MONTREAL TRAMWAYS COMMISSION

STATISTICS — AUTOBUS AND TROLLEYBUS SERVICE

From August 6, 1925 to December 31, 1950

Table No. 7

Period	Gross Receipts	Operating Maintenance and Renewal Expenses	Operating Ratio	Fixed Charges	% on Receipts	Surplus or *Deficit
Aug. 6, 1925, to Dec 31, 1933	\$ 9,109,266.47	\$ 8,382,143.43	92.02	\$ 721,158.63	7.92	\$ 5,964.41
1934	1,417,106.85	1,319,340.65	93.10	108,182.34	7.63	* 10,416.14
1935	1,446,728.63	1,319,605.95	91.21	179,504.37	12.41	* 52,381.69
1936	1,504,534.64	1,284,125.52	85.35	188,129.21	12.50	32,279.91
1937	1,738,564.38	1,520,465.50	87.46	225,009.90	12.94	* 6,911.02
1938	1,852,314.50	1,603,358.05	86.56	247,777.01	13.34	1,179.44
1939	1,979,325.42	1,704,644.27	86.12	251,690.19	12.72	22,990.96
1940	2,246,769.00	1,862,779.47	82.91	265,205.75	11.50	118,783.78
1941	2,947,597.80	2,576,349.07	87.40	325,464.99	11.04	45,783.74
1942	3,504,109.82	3,277,997.77	93.55	391,331.44	11.17	*165,219.39
1943	3,848,812.94	3,696,297.97	96.04	415,235.72	10.79	*262,720.75
1944	4,043,428.77	4,126,525.33	102.06	430,777.89	10.65	*513,874.45
1945	4,392,963.48	4,431,308.86	100.87	410,466.25	9.34	*448,811.63
1946	5,063,220.86	5,054,178.50	99.82	387,399.04	7.65	*378,356.68
1947	5,627,991.28	6,064,818.58	107.76	543,871.72	9.66	*980,699.02
1948	6,185,619.31	6,660,659.32	107.68	733,338.53	11.86	*1,208,378.54
1949	7,271,181.39	7,668,468.80	105.46	792,968.60	10.91	*1,190,256.01
1950	8,695,771.08	7,851,503.14	90.29	831,141.03	9.56	13,126.91
Total and %	\$72,875,306.62	\$70,404,570.18	96.61	\$7,448,652.61	10.22	*4,977,916.17

1950	Bus Receipts (Passengers)	Bus-Miles	Revenue Passengers	Transfers	Bus Hours
January	\$ 572,775.25	1,350,091	7,746,670	3,455,814	123,777.22
February	548,755.39	1,252,840	7,420,944	3,346,579	114,896.23
March	614,384.91	1,406,857	8,317,129	3,775,258	129,249.42
April	561,779.79	1,316,399	7,572,547	3,469,095	120,534.30
May	603,289.04	1,444,709	8,119,639	3,891,435	132,877.10
June	583,829.04	1,424,168	7,831,332	3,774,830	131,464.47
July	518,720.08	1,424,085	7,071,706	3,310,447	130,736.59
August	566,292.47	1,487,198	7,564,066	3,678,508	138,336.27
September	594,499.95	1,428,315	7,990,037	3,764,748	132,451.36
October	640,607.13	1,467,666	8,612,440	4,101,608	135,884.19
November	644,426.91	1,461,724	8,594,441	4,110,359	135,964.38
December	645,276.20	1,486,056	8,588,231	3,997,943	138,236.34
Special	19,990.09				
Autobuses	\$7,114,626.25	16,950,108	95,429,182	44,676,624	1,564,410.27
Trolleybuses	1,303,669.90	1,985,348	16,116,576	8,629,907	218,997.58
TOTAL	\$8,418,296.15	18,935,456	111,545,758	53,306,531	1,783,408.25

Average speed: Autobus and trolleybus 10.62 miles
 111,545,758 passengers ÷ 18,935,456 miles (bus) = 6.49 density.

DAILY AVERAGE OF PASSENGERS

(Tramways and Buses)

Table No. 8

1950	Tramways	%	Buses and Trolleybuses	%	Total	%
Revenue Passengers	708,406	70.50	305,605	67.66	1,014,011	69.62
Transfers	296,371	29.50	146,045	32.34	442,416	30.38
Total Average	1,004,777	68.99	451,650	31.01	1,456,427	100.00

